the number of them who became blind and died due to this disease?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE): (a) Yes, Sir.

(b) The other causes which lead to blindness are cataract, infections of the eye, nutritional deficiency trauma, glaucoma, retinal diseases due to systemic disorders and optic nerve diseases.

(c) to (f) No, Sir, After review of the National Health Programmes identified for the purpose of price control for D.P.C.O. 1987, diabetes was not covered in the final list. Insulin and Glybenclamide are covtred under category II of the Drugs Price Control Order 1987.

(g) On the basis of a survey undertaken by the Indian Council of Medical Research, it has been estimated that there are 6 to 8 million cases of diabetes in India. Of these, about 2-5% may develop visual impairment and blindness due to diabetes. The number of persons who died due to this disease is not available with the Government.

International Airport at Ahmedabad with modern facilities

1913. SHRI RAOOF VALIULLAH:
SHRI VITHALBHAI M. PATEL:
SHRI CHIMANBHAL MEHTA:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government's attentino has been drawn to the newsitems which appeared in the The Congress Weekly dated the 11th June, 1988 to the effect that Ahmedabad in Gujarat would be the fifth International Airport;

(b) whether the then Minister of Civil Aviation and Tourism had been reported to have stated that necessary action was being taken to make Ahmedabad Airport the Fifth International Airport;

(c) if so, whether Government have decided to have a fifth international airport at Ahmedabad, with all modern amenities and technical facilities for serving all types of aircraft;

(d) whether a team of experts from the Ministry has conducted a preliminary exercise and whether a report has been submitted; and

(e) whether new airports are proposed to be constructed and the present ones renovated in the current plan; and if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI MOTI LAL VORA): (a) Yes, Sir.

(b) Neither in his interview nor in the press report which had appeared in The Congress Weekly of 11-6-1988, the then Minister of Civil Aviation & Tourism, has been reported to have stated so.

(c) Does not airse.

(d) No team of experts from the Ministry of Civil Aviation & Tourism has conducted any such exercise.

(e) Construction of new airports subject to availability of funds and upgradation of facilities at existing aerodromes in a phased manner are planned.

Rail Accidents

1914. SHRI RAM JETHMALANI:
SHRI KAPIL VERMA:
SHRI VEENA VERMA:

Will the Minister of RAILWAYS be pleased to state:

(a) what are the details of the statutory inquiry held regarding 102 Dn Amritsar Tata-Nagar Express and

Hyderabad Nizamuddin Dakshin Express, which met with accidents on the 6th August, 1986 and the 9th July, 1987, respectively; and the details of measures taken by Government to check such accidents on the basis of outcome of these inquiries; and

(b) what measures have been taken by Government to tackle problems of human failure, to strengthen maintenance of railway tracks, bridges and rolling stocks, in order to prevent such accidents?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) and (b) According to the findings of the Commissioner of Railway Safety, Eastern Circle, in his statutory inquiry report, on the accident to 162 Dn. Amritsar-Tatanagar Express on 6-8-86, the cause of the accident was failure on the part of the Switchman on duty at Tolra station to check the complete arrival of a goods train which had parted in the section between Garwa Road and Tolra station and which resulted in the following 162 Dn Amritsar-Tatanagar Express colliding with the parted portion of the goods train in the mid-section.

According to the findings of the Commissioner of Railway Safety, Southern Circle, in his statutory inquiry report on the accident to 21 Dakshin Express between Manchiryal and Mandamari stations on 9-7-1987, the cause of the accident was sudden flooding and damaging of portion of a track due to breaching of a nearby railway affecting tank.

Some of the important measures taken to prevent such accidents are:—

(1) Provision of axle counters at stations to detect the occupancy of lines.

(2) Development of a Last Vehicle Check Device for block proving by means of axle counters.

(3) Regular and surprise checks on the observance of safety rules by staff in the field.

(4) Intensification of checks on train examination.

(5) In order to supplement human vigilance, sophisticated technological aids viz., Auxiliary Warning System (AWS), track circuiting of lines, etc., are being provided progressively.

(6) Increased emphasis on refresher training to staff.

(7) Improved methods of training through audio visual aids, etc.

(8) A massive programme of track renewals has been undertaken.

(9) Ultrasonic testing of rails for detecting rail flaws/fractures, etc.

(10) Programmed rehabilitation of bridges.

(11) In regard to rolling stock ultrasonic testing of all axles in the workshops is being done.

(12) Improvement in the design of both coaching and goods stock.

(13) Strengthening of workshops.

Deaths due to AIDS in the Country

1915. SHRI BHAGATRAM MANHAR:
SHRI BIR BHADRA PRATAP SINGH:
SHRI PRAMOD MAHAJAN:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to refer to answer to Unstarred Question 92 given in the Rajya Sabha on the 27th July, 1987 and state:

(a) whether it is a fact that the incidence of AIDS has increased in the country;

(b) if so, whether it is a fact that AIDS cases have increased due to the fact that a large number of foreigners are bringing this disease to this country; and